

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
SOLLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUERZ,
PORT SAID.
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA.
ALSO
LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 21st October,
1891, at Noon, the Company's
S.S. *SAGHAIEN*, Commandant ANGE,
with MAELS, PASSENGERS, SPEULS,
and CARGO, will leave this Port for the
above places.

Cargo will be received on board until 4
p.m. Specie and Parcels until 5 p.m. on the
20th October, 1891. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.

G. DE OHAMPAUX,
Agent.

Hongkong, October 8, 1891. 1994

CANADIAN PACIFIC RAILWAY'S
ROYAL MAIL STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

Empress of China Tuesday 10th Nov.

Empress of India Tuesday 8th Dec.

Empress of Japan Tuesday 5th Jan.

THE M. S. EMPRESS OF CHINA,
5,900 tons, Captain A. TILLEY,
sailing at Noon, on TUESDAY, the
10th November, will carry Mails,
will proceed to YANAGI, OYAMA, SHANG-
HAI INLAND SEA, KOREA and YOKO-
HAMA.

RATES OF PASSAGE.
(In Mexican Dollars.)
FROM HONGKONG, FIRST CLASS.

TO

Vancouver, Victoria, Es-

quimaux, New West-

minster, B.C., 255 383 487

Port Townsend, Seattle,

Tacoma, Wash., 275 413 482

Portland, Ore., San Fran-

cisco, 285 428 499

San Francisco, 295 448 517

Chicago, Ill., Kansas City,

St. Louis, Mo., 300 458 534

Buffalo, Niagara Falls,

N.Y., 310 468 545

Kingston, Ottawa, Ont.,

Montreal, Quebec, Que-

bec, New York, Albany, Troy,

Rochester, N.Y., Philadel-

phia, Pittsburg, Pa., Wash-

ington, D.C., Boston, Mass,

Portland Me., Halifax, N.S., St. John,

N.B., Liverpool, and London via

Liverpool, 325 575 650

Paris via Liverpool and

London, 335 585 660

Havre via Liverpool and

Bremen, 345 595 670

Hamburg, 355 605 680

2nd class steamer and 1st class on rail,

and 2nd class steamer and 1st class on rail,

ago fares and rates to other places, quoted

on application.

The Steamers call at Victoria to land

and embark Passengers.

Return Tickets.—Time limit for prepaid

return ticket is reckoned from date of issue

to date of re-embarking at Vancouver.

Through Passage Tickets granted to Eng-

land, France and Germany by all trans-

Atlantic lines of steamers.

Special rates (first class only) are granted

to Missionaries, members of the Naval,

Military, Diplomatic and Civil Services, to

European officials in service of China or

Japan, and to Government officials.

Osaka.—Through Bills of Lading issued

to Japan, Pacific Coast Ports, and to

Canadian and United States Ports.

Consular Letters of Goods for United

States Points should be in quadruplicate;

and one copy must be sent forward by the

steamer to the care of D. E. Brown, As-

sistant General Freight and Passenger Agent,

Canadian Pacific Railway Company, Van-

couver, B.C.

Passengers must be sent to our office with

address marked in full by 5 p.m. on the

day previous to sailing.

For further information as to Passage

and Freight, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, October 14, 1891. 1900

To Let.

THE KWONG LAM AND BUILD-

ING COMPANY, LIMITED.

TO LET.

AT KOWLOON.

A FEW HOUSES IN KNUTSFORD

TERRACE, containing 5 ROOMS

each and BATH ROOMS. TREES COOKS.

Healthy situation. Cheap Rent.

Apply to

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, August 6, 1891. 1544

To-day's Advertisements.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

Hankow,

Captain West, will be

despatched as above on

or about the 7th November, instead of as

previously advertised.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, October 19, 1891. 1901

To-day's Advertisements.

E. KRESSMAN, Bordeaux.

THE Undersigned hold STOCK of this

Firm's well-known BRANDS of

CLARETS:

Per Case of 12 Cases of 6 Bts.

Modoc ... 5.25 6.25

St. Julien ... 6.00 7.00

Margaux Modoc ... 8.00

Chateau Lafon Rochet, ... 11.50 12.50

St. Eustache 1893 ... 12.25

Modoc Brillaud, Modoc 1890 ... 14.25

Chateau Lafon Rochet, ... 17.75

via 1890 mta en bouteille ... 20.50

Chateau Lafon Rochet, ... 24.75

Chateau Lafon Rochet, ... 26.00

Kathpe 1875 ...

SIEMSEN & Co.

Hongkong, October 19, 1891. 1989

DOUGLAS STEAMSHIP COMPANY.

LIMITED.

FOR SWATOW, ALOU AND TAMSUI.

The Co.'s Steamship

Hailong,

Captain ROBERT, will be

despatched for the above

Ports TO-MORROW, the 20th Instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LARPAK & Co.,

General Managers.

Hongkong, October 19, 1891. 1988

FOR SINGAPORE, PENANG AND

CALCUTTA.

The Steamship

Japan,

Captain J. G. OLSEN,

will be despatched for the

above Ports on WEDNESDAY, the 21st

Instant, at 3 p.m.

For Freight or Passage, apply to

DAVID SASSON, SONS & Co.,

Agents.

Hongkong, October 19, 1891. 1987

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates

to NINGPO, CHEFOO, NEW-

CHANG, TIENTSIN, HANKOW

and Ports on the YANGTSE.)

The Co.'s Steamship

Myrmidon,

Captain ROBERT, will be

despatched as above on

FRIDAY, the 23rd Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, October 19, 1891. 1986

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship

Bulwark,

Captain ROBERT, will be

despatched as above on

TUESDAY, the 27th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, October 19, 1891. 1985

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s

Steamship

Peacock,

Capt. W. A. WHEELER, will

have quick despatch for the above Port

after her arrival here with the outward

Mail.

E. L. WOODIN,

Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, October 19, 1891. 1990

STEAM TO YOKOHAMA, VIA NAGA-

SAKI AND KOBE.

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s

Steamship

Verona,

Capt. F. T. SLYMOUL,

will leave for the above places on FRIDAY,

the 30th October, at Noon.

E. L. WOODIN,

Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, October 19, 1891. 1991

STEAM FOR

SINGAPORE, PENANG, COLOMBO,

ADEN, ISMAILIA, PORT SAID,

MALTA, GIBRALTAR, MARSEILLES,

BRINDISI, TRIESTE, VENICE,

PLYMOUTH AND LONDON.

BOMBAY, MADRAS, CALCUTTA

AND AUSTRALIA.

N.B.—Cargo can be taken on through Bill

of Lading for BATAVIA, PERLINA,

GOLE PORT, MARSEILLES,

TRIESTE, HAMBURG, NEW YORK

AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM

NURAT, Captain R. J. SASSON,

with Her Majesty's Mails, will be

despatched from this Port for BOMBAY,

on THURSDAY, the 20th October, at Noon,

connecting with the S.S. *OCEANA*, at that

port, which Vessel takes on her Cargo for

LONDON, via SUEZ CANAL, leaving

Bombay on the 21st November.

Cargo will be received on board until 4

p.m. Parcels and Specie (Gold) at the Office

until 4 p.m. on the day before sailing.

Silk and Valuable Goods for Europe will be

transhipped at Calcutta; Tea and Gene-

ral Cargo for London will be conveyed via

Bombay.

For further Particulars regarding

FREIGHT and PASSAGE, apply to the

PENINSULAR & ORIENTAL STEAM

Navigation Company's Office, Hongkong.

The Contents and Value of Packages are

required to be declared prior to shipment.

Shippers are particularly requested to

note the terms and conditions of the Com-

pany's Black Bill of Lading.

Passengers desirous of insuring their bag-

gage can do so on application at the Com-

pany's Office.

This Steamer takes Cargo and Passengers

for MARSEILLES.

E. L. WOODIN,

Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, October 19, 1891. 1992

Business Notices.

LADIES' AND CHILDREN'S
COSTUMES.DRESS
FABRICS.SPLendid
VARIETYCOSTUMES
FOR OUT-DOOR AND EVENING WEAR.

Hongkong Trading Company, Ltd.,

QUEEN'S RD.
AND
DUNDAS ST.

Practical Dressmakers, Milliners & General Outfitters. 1974

DEPARTURES.

October 18:—

Whampoa, for Canton.

Singapore, for Canton.

Chow Pa, for Swatow.

Shanghai, for Swatow.

Namoa, for Swatow.

Triumph, for Hailong.

Ching, for Shanghai.

October 19:—

Fu Ping, for Canton

The latter went further than that, however, and said that the whole principle of the bill, which was passed unanimously at its second reading on last occasion. I cannot see any reason why we should again consider the principle of the bill, and I therefore said that it was not wise to use the consideration of the bill in committee to-day; but if there is any section which any hon. member considers the hon. member who is absent would wish to be considered on its merits, I have no objection to postponing it to a later date, so that it may be considered when the hon. member is here. Beyond that I do not think we should delay the consideration of the bill.

With regard to section 5, which runs—'Any excise officer who shall take any bribe or who shall be guilty of any offence as an Excise Officer' return to the Opium Farmer his uniform & accoutrements, badge or licence, shall on summary conviction be liable to a penalty not exceeding \$100.' Mr Ryrie said that he should like the punishment must not inadequate.—Any officer who took a bribe should be instantly dismissed and be imprisoned.

His Excellency—There are two faults in this section, respecting licences, and not respecting the uniform. The punishment for the one might not be sufficiently heavy and for the other too heavy.

Mr Ryrie—An officer might be bribed \$500 and he can only be fined \$100.

It was agreed that he should be removed over to the Criminal Code in reference to section 9, sub-section 3, which provides that no one but the dress farmer shall collect dross, asked whether there was a scale of prices according to which the farmer would take over this dross. He said that he might give anyone any price he liked, for the possessor must either give him the dross or incur a heavy penalty. He thought a minimum price should be fixed.

The Attorney General—If the Hon. member did not move an amendment he is out of order.

Mr Ryrie—I do not care to put you at all. In committee you can agree any question you like. That has been the custom during the 26 years I have been in the colony, and I am sure that you will do this now-fangled idea.

The Attorney General said the late Governor had several times ruled such questions out of order.

Mr Ryrie—Was the late Governor a model for managing the Council? I think not.

His Excellency—I call you to order. We must not discuss the qualifications of the late or any former Governor.

The Acting Colonial Secretary said the right course for any member who objected to a clause was to propose some definite amendment.

The clause was allowed to stand over.

Mr Ho Kai moved that to section 10, which states—'No person except an opium farmer shall be permitted to sell the colony produce, or opium,' there be added the words—'or any one licensed by him.' He said there were different brands of opium. Some liked one kind and some another. There might be many who did not like the Opium Farmer's brand, and the latter might wish to grant licences to others.

The Colonial Treasurer said the power to grant licences was given in the old ordinance, but was cut out of the Opium Farmer's bill. He thought it would be undesirable that raw opium should be distributed over the colony. If the permission would increase the value of the Farm and if it was stipulated that the preparing must take place in the Farm, he thought it might be a good amendment might be accepted.

The Registrar General—A Chinese gentleman spoke to me with regard to this question of allowing the farmer to license others to sell opium. He said it was not the same as the sale of the Farm. There are brands of opium as well as brands of tobacco.

It was agreed to allow the clause to stand over.

With regard to clause 31, which exempted from cargo ships having the status of men-of-war.

Mr Ryrie—The Government of this Colony has given those small Chinese cruisers the status of men-of-war. It is well known that they are very much engaged in the business of smuggling, and many as 30 chests of opium were found on board of one. I do not refer to the Imperial cruisers, but it was a great mistake to give the salt cruisers the status of ships of war. They are not the ships of ships of war. The Imperial cruisers are passing a severe ordinance, I do not see why you should leave men-of-war out.

His Excellency said they might get into trouble if they did not leave men-of-war out.

The Attorney General said the clause had been in force since 1834.

The Colonial Secretary—At another time and another place a question might be raised as to why vessels should be given the status of men-of-war.

Mr Ryrie—I only raise the question of the interest of the Opium Farmer.

The clause was passed.

To clause 32, Mr Ho Kai moved an amendment providing that immigrants entering the colony on board of a boat or a ship, if the warrant was directed to an excise officer that officer should be searched by a sergeant of police. The Opium Farmer declared that the practice of searching was carried out by him, and he was not in any way practised in difficulty in carrying out his amendment.

The Attorney General said the practice was, after a warrant was obtained, to search informers and for a European to go along with them, so that there might be the chance of bringing opium into a house.

The clause was, after some discussion, allowed to stand over.

With regard to section 34, which provides that shipowners &c., might be fined for allowing opium to be smuggled on board.

Mr Kwai-ick asked that the section be postponed. He was afraid that it would give rise to an immense amount of ill-feeling and injustice and inflict a considerable amount of hardship on the colony. He said that the Chinese population of Saigon mentioned the Chinese of this kind, in connection with opium and other articles, was in force and gave rise to no end of trouble. The Chinese formed a large part of the crew of the trading on the coast, and it was difficult to prevent them smuggling small quantities of opium. Instead of imposing a fine, he thought it would be much better to offer a reward to the Chinese and officers of the vessels and give them the same. He said that the vessels come from London or other ports and take a large number of Chinese, Singapore, who are up to all sorts of smuggling tricks, who secrete opium under bottles, or under the seats of the engine, and it was impossible for the Chinese to find out the opium. Search could not be made on a crowded wharf at Singapore. Besides the coolies and others at Singapore would be the people who were smuggling opium into the hands of the firmen.

Mr Ryrie said the clause was ridiculous. It made the consignee liable to a person who sits in his office and does never near the ship. They are not to expect the Attorney General to go out in the street with the Chinese. He said that the Chinese would be held in either. Hold the man who did the

liable and, punish them by imprisonment or any other punishment.

The Colonial Treasurer said a much more stringent provision worked well in Singapore. The clause was put in because the shipping companies did not seem inclined to aid the Government. The former complained very bitterly of a very large quantity of opium being smuggled in from Macao and Chinese neighbourhoods. He said that the clause was not necessary to make the ships take some trouble. In Singapore on the discovery of 10 lbs. of opium, a ship was liable to be confiscated. He only asked that ships take the same precaution as they took when going to Singapore.

Mr. Byrne—The Hongkong, Canton and Amoy Steam Navigation Company have a special European with a staff under him. He looks after all smuggling inward and outward.

The Colonial Treasurer said he seems to have been coming to Canton but not when coming back.

Mr. Byrne—How do you know? He is constantly on the look-out and he is well paid.

The clause was allowed to stand over.

The rest of the clause with one or two amendments were passed and the Bill left in committee.

THE RAW OPPIUM BILL.

The Council went into committee on the new Opium Bill. Section 6 was deleted and a new clause added, providing that the Government may, at any time, during the year, by order in Council, amend the Singapore Working Ordinance by extending the date for it to come into operation to the 1st of October.

It was stated that the Bill was intended to come into operation at the same time as the Prepared Opium Bill. It was left in committee.

A meeting of the Finance Committee was held. All the votes recommended were passed without comment.

THE SUNDAY CARGO-WORKING ORDINANCE.

The following despatch was laid before the Legislative Council to-day:—

Downing Street, 10th Sept., 1891.

Sir,—I have the honour to acknowledge the receipt of your despatch No. 258 of the 24th ult., and to approve your action in this behalf, and to approve your action in this behalf, and to approve your action in this behalf.

Mr. Whitehead to amend the Sunday Cargo-Working Ordinance by extending the date for it to come into operation to the 1st of October.

I have the honour to be, Sir, Your most obedient, humble servant,

K. NUTTFOED.

The Officer Administering the Government of Hongkong.

STATEMENT AS TO PRAYA RECLAMATION.

At last meeting of Council, Mr. Whitehead put the following questions:—

(1.) Will the Government lay on the table a statement of the following:—

(1) The amount of monies received from Marine Lot-holders and others on account of the Praya Reclamation Fund;

(2) Mode of investment of the fund;

(3) The payments therefrom for the various works, and the specific accounts, particularly:—

a. Payments to Contractors;

b. Payments for plant, materials, &c.; also a detailed report showing the progress of and the actual condition of the work.

The following statement in answer thereto was laid on the table:—

(1.) Money received from Marine Lot-holders and others on the 12th of October, 1891. \$302,831 56

Government Contribution, 54,000 00

Total, \$356,831 56

(2.) Investment of Fund, October 31st, 1891, Hongkong and Shanghai Bank, Current Account, \$51,954 00

Chartered Bank deposit, 50,000 00

Chartered Mercantile Bank deposit, 88,660 00

New Oriental Bank deposit, 68,660 00

Total, \$259,954 00

(3.) (a.) Payments to Contractors, September 30th, \$198,600 00

(b.) Payments for plant and materials, Sept. 30th, 70,166 88

(c.) Staff Office and Superintending, &c., Sept. 30th, 37,076 78

Total, \$305,843 66

CONTRACT No. 3.

Rubble foundations and filling.—Section No. 1. Eastern Portion.—Total length 95 lineal feet, commenced 9th July, 1891, this work has been set out and 14,326 cubic yards of stone deposited in foundations. Progress satisfactory.

CONTRACT No. 4.

Rubble foundations and filling.—Section No. 2. Eastern Portion.—Total length, commenced 17th January, 1890, time of completion 16th January, 1891. This work has been set out; 11,022 cubic yards of stone deposited in foundations. 7,210 cubic yards of filling deposited, leaving to complete 3,812 cubic yards of earth filling and 45,000 cubic yards of earth filling.

CONTRACT No. 5.

Rubble foundations and filling.—Section No. 3. Eastern Portion.—Total length 1,000 lineal feet, commenced 22nd December, 1890, time of completion 21st December, 1891. This work has been set out; 120,874 cubic yards of stone deposited in foundations, leaving complete Contract 49,226 cubic yards of stone and 88,176 cubic yards of earth filling.

CONTRACT No. 6.

Rubble foundations and filling.—Section No. 7. Eastern Portion.—Total length 1,167 lineal feet, commenced 10th April, 1890, time of completion 9th January, 1891. This work has been set out; 119,000 cubic yards of stone deposited in foundations, leaving to complete Contract 5,800 cubic yards of stone 47,700 cubic yards of earth filling.

CONTRACT No. 8.

Rubble foundations and filling.—Section No. 8. Eastern Portion.—Commenced 11th March, 1891, time of completion 30th September, 1891, 32,922 cubic feet of ash and 963 cubic yards of concrete and 1,071 cubic yards of rubble laid, leaving 1,020 cubic feet of ash and 3,367 cubic yards of concrete and 5,900 cubic yards of earth filling.

CONTRACT No. 9.

Rubble foundations and filling.—Section No. 9. Eastern Portion.—Commenced 11th March, 1891, time of completion 10th November, 1891, 320 cubic feet of ash and 137 cubic yards of concrete laid and 137 cubic yards of rubble laid, leaving 1,020 cubic feet of ash and 3,367 cubic yards of concrete and 5,900 cubic yards of earth filling.

CONTRACT No. 10.

Rubble foundations and filling.—Section No. 10. Eastern Portion.—Commenced 11th March, 1891, time of completion 4th December, 1891, 320 cubic feet of ash and 137 cubic yards of concrete laid and 137 cubic yards of rubble laid, leaving 1,020 cubic feet of ash and 3,367 cubic yards of concrete and 5,900 cubic yards of earth filling.

CONTRACT No. 11.

Rubble foundations and filling.—Section No. 11. Eastern Portion.—Commenced 11th March, 1891, time of completion 4th December, 1891, 320 cubic feet of ash and 137 cubic yards of concrete laid and 137 cubic yards of rubble laid, leaving 1,020 cubic feet of ash and 3,367 cubic yards of concrete and 5,900 cubic yards of earth filling.

CONTRACT No. 12.

Rubble foundations and filling.—Section No. 12. Eastern Portion.—Commenced 11th March, 1891, time of completion 4th December, 1891, 320 cubic feet of ash and 137 cubic yards of concrete laid and 137 cubic yards of rubble laid, leaving 1,020 cubic feet of ash and 3,367 cubic yards of concrete and 5,900 cubic yards of earth filling.

CONTRACT No. 13.

Rubble foundations and filling.—Section No. 13. Eastern Portion.—Commenced 11th March, 1891, time of completion 4th December, 1891, 320 cubic feet of ash and 137 cubic yards of concrete laid and 137 cubic yards of rubble laid, leaving 1,020 cubic feet of ash and 3,367 cubic yards of concrete and 5,900 cubic yards of earth filling.

CONTRACT No. 14.

Rubble foundations and filling.—Section No. 14. Eastern Portion.—Commenced 11th March, 1891, time of completion 4th December, 1891, 320 cubic feet of ash and 137 cubic yards of concrete laid and 137 cubic yards of rubble laid, leaving 1,020 cubic feet of ash and 3,367 cubic yards of concrete and 5,900 cubic yards of earth filling.

CONTRACT No. 15.

Rubble foundations and filling.—Section No. 15. Eastern Portion.—Commenced 11th March, 1891, time of completion 4th December, 1891, 320 cubic feet of ash and 137 cubic yards of concrete laid and 137 cubic yards of rubble laid, leaving 1,020 cubic feet of ash and 3,367 cubic yards of concrete and 5,900 cubic yards of earth filling.

CONTRACT No. 16.

Rubble foundations and filling.—Section No. 16. Eastern Portion.—Commenced 11th March, 1891, time of completion 4th December, 1891, 320 cubic feet of ash and 137 cubic yards of concrete laid and 137 cubic yards of rubble laid, leaving 1,020 cubic feet of ash and 3,367 cubic yards of concrete and 5,900 cubic yards of earth filling.

CONTRACT No. 17.

Rubble foundations and filling.—Section No. 17. Eastern Portion.—Commenced 11th March, 1891, time of completion 4th December, 1891, 320 cubic feet of ash and 137 cubic yards of concrete laid and 137 cubic yards of rubble laid, leaving 1,020 cubic feet of ash and 3,367 cubic yards of concrete and 5,900 cubic yards of earth filling.

CONTRACT No. 18.

Rubble foundations and filling.—Section No. 18. Eastern Portion.—Commenced 11th March, 1891, time of completion 4th December, 1891, 320 cubic feet of ash and 137 cubic yards of concrete laid and 137 cubic yards of rubble laid, leaving 1,020 cubic feet of ash and 3,367 cubic yards of concrete and 5,900 cubic yards of earth filling.

CONTRACT No. 19.

Rubble foundations and filling.—Section No. 19. Eastern Portion.—Commenced 11th March, 1891, time of completion 4th December, 1891, 320 cubic feet of ash and 137 cubic yards of concrete laid and 137 cubic yards of rubble laid, leaving 1,020 cubic feet of ash and 3,367 cubic yards of concrete and 5,900 cubic yards of earth filling.

CONTRACT No. 20.

Rubble foundations and filling.—Section No. 20. Eastern Portion.—Commenced 11th March, 1891, time of completion 4th December, 1891, 320 cubic feet of ash and 137 cubic yards of concrete laid and 137 cubic yards of rubble laid, leaving 1,020 cubic feet of ash and 3,367 cubic yards of concrete and 5,900 cubic yards of earth filling.

CONTRACT No. 21.

Rubble foundations and filling.—Section No. 21. Eastern Portion.—Commenced 11th March, 1891, time of completion 4th December, 1891, 320 cubic feet of ash and 137 cubic yards of concrete laid and 137 cubic yards of rubble laid, leaving 1,020 cubic feet of ash and 3,367 cubic yards of concrete and 5,900 cubic yards of earth filling.

CONTRACT No. 22.

Rubble foundations and filling.—Section No. 22. Eastern Portion.—Commenced 11th March, 1891, time of completion 4th December, 1891, 320 cubic feet of ash and 137 cubic yards of concrete laid and 137 cubic yards of rubble laid, leaving 1,020 cubic feet of ash and 3,367 cubic yards of concrete and 5,900 cubic yards of earth filling.

CONTRACT No. 23.

Rubble foundations and filling.—Section No. 23. Eastern Portion.—Commenced 11th March, 1891, time of completion 4th December, 1891, 320 cubic feet of ash and 137 cubic yards of concrete laid and 137 cubic yards of rubble laid, leaving 1,020 cubic feet of ash and 3,367 cubic yards of concrete and 5,900 cubic yards of earth filling.

CONTRACT No. 24.

Rubble foundations and filling.—Section No. 24. Eastern Portion.—Commenced 11th March, 1891, time of completion 4th December, 1891, 320 cubic feet of ash and 137 cubic yards of concrete laid and 137 cubic yards of rubble laid, leaving 1,020 cubic feet of ash and 3,367 cubic yards of concrete and 5,900 cubic yards of earth filling.

CONTRACT No. 25.

Rubble foundations and filling.—Section No. 25. Eastern Portion.—Commenced 11th March, 1891, time of completion 4th December, 1891, 320 cubic feet of ash and 137 cubic yards of concrete laid and 137 cubic yards of rubble laid, leaving 1,020 cubic feet of ash and 3,367 cubic yards of concrete and 5,900 cubic yards of earth filling.

CONTRACT No. 26.

Rubble foundations and filling.—Section No. 26. Eastern Portion.—Commenced 11th March, 1891, time of completion 4th December, 1891, 320 cubic feet of ash and 137 cubic yards of concrete laid and 137 cubic yards of rubble laid, leaving 1,020 cubic feet of ash and 3,367 cubic yards of concrete and 5,900 cubic yards of earth filling.

CONTRACT No. 27

CORRESPONDENCE

OPIMUM TAX MONOPOLY.
To the Editor of the "CHINA MAIL."
Hongkong, 12th Oct. 1891.

Sir,—You will be good enough to insert your next issue the enclosed letter of mine, which is dated by me to His Excellency the (Chief) Administrator of the Government, and oblige.—Your obedient servant,

T. H. WHITEHEAD.

—

Hongkong, 19th Oct., 1891.

Dear General—Wrote out horse-drawn riding on Saturday evening 12 not with slight accident, and as the doctor advises me to keep to my room to-day, I have to ask your Excellency to kindly excuse my attending the meeting of the Legislative Council on Tuesday 13th inst. after which, if I had been able to be present it was my intention to have moved the Council to postpone or delay for one week going into committee on the Ordinance to amend the law relating to the duties on opium, and the proposed dealing (which) was hurried through Council at last meeting in one sitting.

I think further time is desired for the due consideration of this proposed amendment, and I think it established a monopoly, inasmuch as it creates laws of England, inasmuch as every description are in their essence objectionable and bad policy.

Thanks to your Excellency's strenuous efforts our forefathers for generations against the levying of any tax is no longer tolerated in Great Britain, and has not been known in England for upwards of 20 years.

The time has long since gone by for any Government to claim to be a Government of the people, free from any taxes of any description, and any Government of the present day attempting the introduction of such a pernicious system in England would be promptly ensure its own destruction, if it were applied to revolutionary feelings in the country.

It is greatly to be deplored that the system which creates a monopoly, and farms the Opium Tax amounting to about half a million dollars per annum, and captures a vast amount of tips and immorality, or renders inseparable from grave abuses.

A monopoly is not permissible in Hongkong. It could only be tolerated where the governing authority is a Government, and not a monopoly, which system may be looked upon as the lesser of two evils.

This proposed opium monopoly may be regarded as approaching a confession of weakness and incapacity to grapple with the subject, for it is a Government, and not a monopoly, of government. It will legally set up a monopoly in our midst—the Opium Farmer and a tribe of middlemen who have to make profit somehow, for it is scarcely conceivable that the Opium Farmer will give the Government for a monopoly of a million dollars a year for the Opium Monopoly out of philanthropic motives, or for either honor or glory. Thus all the resources of the Government created by the Monopolist and his assistants will be devoted to the Opium Farmer to enable him to supply by means of this Opium Tax, which tax, if extracted at all from the pockets of the inhabitants, should pass entirely into the public treasury.

The proposed law delegates the functions of the Opium Tax to the Government to the Opium Monopolist, who will thereby be permitted to squeeze the opium consumers to the utmost degree, and who will be armed by Government with all power to an extent which is simply appalling and which would render Hongkong no longer a free port.

Why should Government not collect the Tax on Opium direct, as the Government of India has hitherto done and continues to do? There is no reason for Government to do this, unless the Imperial Government or Exeter Hall deem it necessary to interfere in our affairs of which they know little or nothing.

This Government has in fact been a collector of the Opium Tax, and has not been the master of it through a farmer, and I am informed thereby increased the revenue.

In any event I submit that all opium on its arrival here should be stored in Bonded Warehouses. A duty could be levied on opium on its arrival, and the revenue of the Opium sufficient to raise the required revenue and pay for an efficient supervisory staff. The Opium intended for transshipment would pay no duty and could be removed from Bond under proper regulations, and the revenue of the Opium for local consumption. The working of the Bonded Warehouse system, etc., would be extremely simple, and the revenue required from opium could be adjusted annually.

The free-dm of the port would be sacrificed in name only and solely as regards opium. Hongkong would be a free port under such a system that it is likely to be under the proposed law.

I hope I am not mistaken when you, Excellency, say that the revenue of the Colony should be maintained by its legitimate means, in order that we may be enabled to continue to pay the unreasonable demands of the Imperial Government for increased Military Contingent, and for the cost of the Opium Tax, and for the salaries, which together amount to more than half of our total revenue.

Sincerely hope the day is not far distant when the Government of Hongkong will set its face resolutely and emphatically against the levying of any excise tax, and will not hesitate to grapple with the collectors of this quarter of our revenue and farm out to the opium monopolist, which system must of necessity result in considerable waste and crime, that it did not cost the property of the Colonial Government promoting the formation of a Municipal Council to whom the collection of the Opium Tax could be more properly intrusted.

Believe me, yours very truly,

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19th October, 1891.

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To this clause my Committee enters the strongest objection. The revenue of the Colony should be maintained by its legitimate means, in order that we may be enabled to continue to pay the unreasonable demands of the Imperial Government for increased Military Contingent, and for the cost of the Opium Tax, and for the salaries, which together amount to more than half of our total revenue.

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[illegible]

from the Peking Government offering compensation to foreigners who have suffered in the recent riots in China, with the strongest assurance of future protection and aid, and with distrust in the Foreign Office here. Hsu Ching Chang, the Chinese Ambassador to the European Court, has recently been in St. Petersburg, where he succeeded in inducing the Russian Government to take protective action, prompted by the powers. He has arrived in Berlin to-day with a view of trying to influence Chancellor von Caprivi, and it is certain that he will not alter the determination of the German Government to co-operate with the British in taking decisive measures.

The Peking note, as given to the papers, fails to indicate the real character of the appeal made by Hsu Ching Chang to the European Government for the granting of aid. The Imperial Government was entirely honest in desiring to suppress disorders and seeking to deal with the anti-foreign movement, and declaring that it was not prepared to take any precipitate action against the misguided and misled Chinese. The communications are strikingly enough the probability of such a political upheaval in China as might overthrow the Manchu dynasty.

The paucity of feeling with in Peking is shown here by urgent telegrams sent through the Chinese Embassy, imploring Lord Salisbury to instruct Sir John Walshaw, the British Minister to China, to adopt a more friendly attitude. Nine-tenths of the Chinese Government are still under persistent diplomatic pressure, combined with naval demonstrations at certain treaty ports, will be the only effective means to prevent a recurrence of the outbreaks. He emphasizes the necessity of the Government to direct against attacks on foreigners has been unnecessarily exaggerated.

If Lord Salisbury supports Minister Walshaw's policy the powers will actively intervene, in order to protect the foreigners, and to prevent the taking over of itself. In spite of the chaotic state of the Empire, the British Foreign Office here hopes their ultimate result will be the extension of trade to the important centers of the Yangtze-Kiang.

It is doubtful just where the Government aims to establish consulates.

The Times Paris correspondent says: It has become known here that the Governments of the Chinese provinces in which the disorders occurred have been authorized to do all reasonable thereto, and have declared it impossible to pay the indemnity. The inference to be drawn is that the Chinese Government circular to the powers aims simply at the extension of the indemnity to the Chinese provinces in order to shut the indemnity out of the Chinese provinces.

New York, September 15.—A man called himself H. Koehler, of 14th W. 47th street, has advertised for several hundred men, who are guaranteed \$6 per day, to join a Chinese expedition, to be organized in the near future. Fifty men have already been engaged.

Details of the plans could not be obtained.

TELEGRAMS BY THE AMERICAN MAIL.

A GOVERNMENT AND THE LEGISLATURE OF A CROWN COLONY AT LOGGHEADS.

Panama, C. September 25.—The *Star* and *Herald* publishes the following account of a difficulty at Loghead. British Honduras has been the theatre of a struggle between the Government and the Legislature. After a protracted struggle between the Government and the Legislature not unlike that between Balnaceo and the Chilean Congress, the Representatives vacated their seats in the Legislature. On the 21st the Government was deserted, promptly appointed in their room certain officials who he designated "unofficial" members inasmuch as they did not occupy their seats ex officio.

There was at that time (February last) no Government in Loghead. From Loghead to Loghead was practically run under a Balnaceo form of government. An action was laid in July against the Collector of Customs to recover alleged illegal exacted duties on the ground that the Government was not a constitutional Legislature either at the present time or when the new law was voted.

The Government went into court and defended itself. Chief Justice Andrews was in a quandary for precedent, and the Government was defeated. The Legislature thereby overruling the Legislature annulling all laws passed since February 1st. The Government has appealed to the Privy Council.

A COURT TO PROTESTANTS.

Berlin, September 24.—A sensation has been caused in Catholic circles owing to the announcement that Professor W. Winchield of Leipzig, a member of one of the most noted Catholic families, has been converted to Protestantism. The professor is a well-disposed man, and his conversion has excited much interest among Protestants supporting a church that would smother such an exhibition.

SENSATIONAL SCENE AT A HUNGARIAN WEDDING.

Buda Pesth, September 23.—An exceedingly sensational scene occurred here yesterday during a wedding. The well-known painter, Loxoux, was being married to the daughter of a retired Colonel in the Hungarian army. Suddenly in the middle of the ceremony the woman at the altar, coming upon the altar steps, the church doors were thrown violently open and a woman, accompanied by eight children, followed by a large crowd of angry or noisy people, rushed into the building and up the altar steps. The woman at the altar violently denounced Loxoux and violently assailed him when she finally reached the altar.

Meanwhile the eight children seized the bride and stripped her clothes from her, and the wedding dress to shreds. The guests fled in panic, the ceremonies were stopped and the noise became so great that the police came in and cleared the church of intruders. When the church had been cleared the bride stated that she believed in the friends present, the wedding proceeded. The woman who had made trouble had been living with Loxoux for fourteen years and eight children belong to the couple.

THE DESTRUCTION OF ITALIAN FINANCES.

Rome, September 24.—The cost of Italy's defence by sea and land is increasing, and with it grows the restlessness of the people. All over the kingdom are to be seen signs of agitation. The people are impatient of the Government, and the belief that taxes, already too grievous to be borne, must soon be increased. Recent meetings have been held in Venice, Naples and Ancona and elsewhere, in which resolutions were passed, and in which the Ministry were adopted of the delivery of strong speeches by popular orators.

The Cabinet is in a desperate situation, it being impossible for it to withstand Parliament the crisis stated by the people. When the declaration was made and the inevitable recommendation is brought forward to increase the taxes, a storm is sure to arise which hardly fails to result in the wrecking of the present Government. The result is to taxation, that brought disaster upon the Government.

LONDON, September 24.—The bulk of the French newspapers give a charitable interpretation to the refusal of the French Government to issue a passport to the Duke of Lorraine passport regulations. They are of the avowed opinion that in Germany was only forced to an act of civility by circumstances.

The *Chronicle's* Paris correspondent declares that the Russian ultimatum is moving hourly in France and that this opinion is more or less openly expressed in every embassy in Paris.

The Admiralty is resolved to make the most of the addition to the gunboat service, and officials are proceeding hurriedly with the orders which are being issued for the construction of six additional vessels by private firms. These new gunboats will be of 811 tons. The Admiralty has also ordered the gunboat *Albatross*, which the vessel shall be ready for delivery early in the spring.

THE DARDANELLES—AN EXPLANATION.

MADE BY THE PORT TO THE POWERS.

Constantinople, September 24.—The Porte has received the powers in regard to the passage through the Dardanelles of the vessels of the Russian volunteer fleet. In its communication the Porte says that for several years past vessels of the Russian fleet have been running without license and Vladivostok. These ships, operating under the commercial flag of Russia, were granted free passage of the straits. It was found, however, the Porte's communications, that vessels were sometimes sent to the straits without the necessary documents owing to a mistake as to their real character. The Porte's instructions, the note adds, given to officers on duty at the Dardanelles to prevent any further detention of vessels of the Russian fleet, were intended to be enough construed by the newspaper press to be a violation of existing treaties. The note concludes with the remark that no new measure has been adopted and that the old ones continue in force.

BRITISH POLITICS.

The letters from Gladstone to the Serbian politician Yovanovitch, which will appear in to-morrow's issue of the *Speaker*, are likely to cause a sensation in Europe, as they show that the widest possible agreement exists between the Liberal and the Conservative policy. Mr. Gladstone advocates the closest harmony among the Balkan States, repudiates Salisbury's diplomacy as tending toward the supremacy of Bulgaria over the other Balkan States, and advocates the forcible annexation of the lately subjected populations of Southwestern Europe. The last phrase can only apply to Austria's taking possession of Bosnia and Herzegovina. The letter is interpreted to mean that Gladstone is in favor of the forcible annexation of Bosnia and support the formation of a federation of the Balkan states.

The Gladstone Liberals continue to arrange for the future on the supposed certainty of their being in power by the election of the Liberal Government. The possibility of postponing the general elections until the normal legal period, which will be April, 1893, in order to enable the Government to get the Irish local government in working order.

The Liberal experts agree that the net addition to the national imports of American grain has not exceeded \$100,000,000, of which part will be taken in luxuries and part in gold. If the extravagant buying of American railroad securities continues unchecked, the increased foreign trade will be enhanced and will lead to an increase of bullion shipments. Mr. Giffen's recent estimate that \$10,000,000 in gold would be the limit of the export to New York is not dissipated, but the increased foreign trade will result in an increase of the Bullion of England rate to 5 or 6 per cent.

YOUNG M. EDERERS—TWO EIGHT-YEAR-OLD BOYS KILL A COMPANION FOR HIS CLOTHES.

Liverpool, September 15.—Two eight-year-old boys, named Crawford and Sherman, were arrested to-day charged with murdering an eight-year-old companion. They confessed the crime, stating that they wanted his clothes, so they pushed him down a well, and then they went down to scumble out and they pushed him in again, holding his head under the water until he was drowned. They afterwards sold his clothes at a pawn shop.

MRS. BLAVATSKY NEEDS COUNSEL.

London, September 24.—The biographer of Madame Blavatsky, who has been in the audience here says that he has received most impressive communication from the late Mme. Blavatsky. She complains that she is most unfortunate since her arrival in Devesham. She has lost all her clothes and her jewelry, and she is very much troubled about the means of Apheland in a sad state.

ANOTHER RECORD BROKEN.

London, September 17.—The Hamburg American line steamer *Prinz Bismarck* from New York September 15, arrived here on Wednesday night last. The steamer, driven to despair, attempted to commit suicide. She has been stopping here with her mother ever since the peremptory orders of the King of the Netherlands. She is a child in the nation when she arrives here was so bad, and she apparently was so terribly broken down that her friends kept a close watch upon her, fearing that she would commit some rash act.

She is the only one of the family who remains, and that she was convinced that she would never be allowed to return to the side of the Queen, whom she loves dearly than her life, as she knew that her majesty had been struck by the King into grief.

The child now proves that they should never meet again.

Last Wednesday night, after the Queen had passed through this city on her way to Palladium, Mile. Vaccaro proffered a dose of poison to the Queen, who she regretted the foolish act, and as her life had been spared, she would devote it to enlightening the world on the true inwardness of her persecution.

Mile. Vaccaro, a man of high social position, private fortune, is said to be in an embarrassed condition since their daughter's disgrace, which forced the father to retire from his position as Minister to Rome.

Mile. Vaccaro is now determined to reveal the details of the recent events. The boy will throw an entirely new light on the whole affair and will deal very harshly with the King and certain of his Ministers.

GRAND BANK ROBBERY IN LONDON.

London, September 21.—The banks of the world was just been startled by the robbery of the London and Westminster Bank. The institution is the London and Westminster Bank, Limited, an important establishment, having over fifteen branches in this city. The money stored consisted of a large parcel of bills remitted to the bank by the London and Westminster Bank.

The thief or thieves must have cleverly watched for a proper opportunity to visit

particular near the main entrance of the theatre, and the crowd on the street, and the parcel of bills is supposed to have been stolen while the officials were busily engaged in another apartment. It is reported that the amount it is currently reported to be \$750,000, and that it may amount to as much as \$1,250,000. The police authorities of Scotland Yard are putting forth their utmost exertions to detect the capture of the thieves.

Paris, September 22.—The young (deceased) King of Annam died a sensation in Algiers, which will result in the adventurous youth being sent almost immediately under a strong escort from Algiers to a house of escape from Paris to Medeah, the King, who has been in custody in prison for three years past, is the victim of a love affair which will have a very pre-destined effect upon his future comfort.

Although nominally a prisoner, he lived at a house of escape from Paris to Medeah, and, about a mile and a half from Algiers, and has practically had unrestricted liberty. He was not allowed to receive visitors, indeed, but no limit was put on the number of persons who could visit the library at all the trouble has grown.

The King is a good-looking young man of 23, wears European clothes, plays the piano, rides a bicycle. His attendants report that of late his bicycle has carried him out of the city to the Grotto almost every night, whence his majesty did not return until early morning. The authorities decided to investigate the case, and discovered not only a romantic love affair, but also a plot to assassinate the King, who is actually to have taken place the very night following its discovery.

The whole thing had been worked out by the young woman in the case, and she was promptly arrested. The King has been confined to his room, and the young woman has been placed in his villa. On Monday an official order was received to transfer him to Medeah next Friday, in which place his movements will be most carefully watched, as it is considered a matter of the greatest importance to prevent his return to Annam.

THE Czar IN GERMANY.

Berlin, September 25.—The Czar requested that his passage through Germany on his way to Moscow, which he is going to do in the course of the next few days, be strictly private, with no reception at the railway stations. The Czar arrived here late to-day and was received by Prince Leopold on behalf of Emperor William. After dinner he resumed his journey.

WARLIKE MANOEUVRES OF THE RUSSIAN ARMY.

Finns, September 25.—Russian troops are practicing forward night marches and other night manoeuvres across the River Pruth, on the Roumanian frontier, with the aid of electric lights. The Roumanian authorities have become alarmed these warlike demonstrations and is also concentrating troops on its frontier, and has ordered a force of cavalry to upper Moldavia.

SEVERAL CATASTROPHES VESSELS DRIVEN ASHORE.

London, September 25.—The northeast gales which have been causing so much damage in England and Scotland have grown worse instead of calming down. The latest news received as to the damage done by the gales is that the steamship "Hesperus" has been driven ashore and lost between Tyne and Forth.

A NOTE OF EXPLANATION.

London, September 22.—The First Lord of the Admiralty has written to a correspondent justifying the permission given to the press to visit the battleship "Hesperus" and arsenal on the ground that it would remove the false impression of England's strength, created by the deprecatory tone of the English press.

ANARCHISTS SENTENCED.

Berlin, September 25.—Six anarchists who have been tried here have been sentenced to terms of imprisonment of from six months to two years for circulating prohibition literature. Among the publications they are charged with circulating is the anarchist paper *Autonomie*, printed in London, containing articles insulating to the credit of his big game, and his people to treason. Bahr and Wagnenbeck were acquitted. They became notorious in connection with the treason trial of Reinhold in 1899.

NEGROBLANDE SENTENCED.

Berlin, September 22.—The *Freinwinger* and *Zukunft* newspapers have been sentenced to the south of the southern portion of Germany East Africa to England on condition that the latter refund the indemnity Germany paid to Zanzibar.

St. Petersburg, September 23.—The Russian government, Australia, on the part of Russia in the Chinese rift question.

The *Novoe Vremya* urges the Government to take advantage of the disturbance condition of affairs to strengthen her position in the extreme East.

The *Novoe Vremya* says Lord Lytton will shortly retire from the British Embassy in Paris and be succeeded by Sir Philip Currie.

Paris, September 21.—Miss Jennie Uquhart, sister of Mrs James Brown. Potter, was married here to-day to Rene Rucy Duval.

Paris, September 25.—The mail train on the Bordeaux and Paris Railroad was nearly wrecked to-day between Ruffec and Civray, owing to a number of rails having been placed askew.

The passengers were not injured. The passengers were not injured.

Rome, September 25.—The Queen of Spain is reported to be the purchaser of the Marquis Alcala's vast estate, including two places in Southern Italy, for 7,000,000 francs.

London, September 25.—The Gaiety Theatre in this city was burned this morning.

London, September 25.—The *Chronicle* Odessa correspondent writes that Aeris is a very important business in the East and a report on the rapidly increasing cotton industry of Transcaucasian Russia in Turkey.

The Danish royal family meeting Frederiksborg route in the betrothal of the Princess of Denmark to the Princess Victoria of Denmark.

Paris, September 25.—The police has seized a cartoon representing Germany again triumphing over France, the idea of the offensive picture being derived from the cartoon of the "Lohengrin" which the police have also seized as objectionable places and copies of a pamphlet characterized by a bitter spirit of political warfare. Another performance of "Lohengrin" was given last night, and it passed off without noteworthy incidents.

Marseilles, September 21.—At a fight yesterday the spectators, becoming displeased with the performance, took the seats and set them on fire, threatening the destruction of the whole building.

The fire was extinguished by the fire department and put out the fire, not however before the building was partially destroyed.

Paris, September 21.—The third performance of "Lohengrin" was given to-night. Owing to a rainstorm there were a great number of people in the street. The first two men were ejected from the theatre and thrown at each other from the gallery. A score of banners were erected.

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of "Notes and Queries on China and Japan," has reached its eighteenth volume. The Review discusses topics which are uppermost in the minds of students of the "Far East" and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original papers on the Arts, Sciences, Education, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive Notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of literature on China etc., and to give original sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to "Editor, China Review, care of China Mail Office."

The Notes and Queries are still continued and form an important means of obtaining from an efficient and experienced knowledge on obscure points.

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